



INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

**REGIONAL AVIATION SAFETY GROUP – PAN AMERICA
(RASG-PA)**

**NINETEENTH PAN AMERICA –
REGIONAL AVIATION SAFETY TEAM MEETING**

PA-RAST/19

SUMMARY OF DISCUSSIONS

MIAMI, UNITED STATES, 17 AND 18 MARCH 2015

Nineteenth Pan America — Regional Aviation Safety Team Meeting (PA-RAST/19)

Summary of Discussions

Date	17 and 18 March 2015
Location	Miami, United States
Meeting Opening	<p>The Meeting was attended by 29 participants from 7 States/Territories, and 9 international organizations and industry. The list of participants is attached at Appendix A.</p> <p>Mr. Eduardo Iglesias, Executive Director, ALTA, welcomed participants to the Meeting.</p> <p>Mr. Melvin Cintron introduced himself as the appointed Director, ICAO Regional North American, Central American and Caribbean (NACC) Office and RASG-PA Secretary.</p> <p>Messrs. Melvin Cintron and Franklin Hoyer, Regional Director, ICAO Regional South American (SAM) Office, welcomed the participants and extended appreciation to ALTA on behalf of the PA-RAST for hosting the Meeting.</p> <p>Messrs. Adriano Monteiro, Brazil, and Gabriel Acosta, IATA, acted as PA-RAST Co-Chairpersons <i>of the Meeting, State and industry respectively</i>.</p> <p>Mr. Cintron served as Secretary of the Meeting and was assisted by Messrs. Oscar Quesada, Deputy Regional Director, ICAO SAM Regional Office and Eduardo Chacin, Regional Officer, Flight Safety, ICAO NACC Regional Office.</p>
Discussion Items	
Agenda Item 1:	<p>Approval of the Provisional Agenda</p> <p>1.1 The Co-Chairperson, International Organizations and Industry, presented WP/1 inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda and the schedule as presented.</p> <p>1.2 In order to work on further development of Loss of Control In Flight (LOC-I) and Runway Excursion (RE) Detailed Implementation Plans (DIPs) pertinent to the Safety Enhancement Team (SET) 1 and SET 2 respectively, the Meeting agreed to break out in sessions during the second half day of the Meeting.</p>
Agenda Item 2:	<p>PA-RAST Action Items</p> <p>2.1 The Secretariat briefed and discussed with the Meeting on the progress of the action items from previous PA-RAST meetings, which are presented in Appendix B.</p>

Agenda Item 3:

Ninth Information Analysis Team (IAT/09) Report

3.1 The IAT/09 Meeting was held on 16 March 2014 at the same location and the same participants as the PA-RAST/19 Meeting.

3.2 The RASG-PA Secretariat informed the Meeting that it was verified that the appropriate non-disclosure agreements for Aviation Safety Information Analysis and Sharing (ASIAS) data were properly signed by RASG-PA Members attending the IAT and PA-RAST Meetings for the first time.

3.3 Boeing, as IAT Rapporteur, presented the outcome of the IAT/9 Meeting. It was informed that the Aviation Safety Information Analysis and Sharing (ASIAS) database and the IATA Flight Data eXchange (FDX) were reviewed looking for: Unstable Approach (UA), Terrain Avoidance Warning System (TAWS), Traffic Collision Avoidance System (TCAS), and LOC-I indicators to monitor the previously identified “hot spots” regarding airports (6) and airspace (4) issues.

3.4 The Meeting noted the risk areas and locations of concern in the CAR and SAM Regions, as presented by the Rapporteur.

3.5 The ASIAS data (North American airlines) was compared with the IATA data (Latin American airlines) and the data coincided. No emerging regional trend was identified in this occasion.

3.6 The PA-RAST was informed that IATA presented its Quarterly Accident Update (performance at 31 December 2014) showing that the safety performance (jet hull losses – per million sectors) worldwide has improved in 2014 compared to 2013 as follows:

- Jet hull loss rate:
 - LATAM/CAR: 0.41 (2014), 0.45 (2013), 0.87 (2009-2013)
 - NAM: 0.11 (2014), 0.33 (2013), 0.20 (2009-2013)
- Turbo prop hull losses (quite higher):
 - LATAM/CAR 1.21 (2014), 3.73 (2013), 4.53 (2009-2013)
 - NAM: 1.19 (2014), 1.21 (2013), 1.02 (2009-2013)

3.7 IATA also informed the Meeting that the safety performance (as harmonized with ICAO) presents a small uptrend scenario. All accident rates (all types of accidents-per million sectors)

- LATAM/CAR: 2.73 (2014), 1.98 (2013), 3.36 (2009-2013)
- NAM: 1.00 (2014), 1.55 (2013), 1.38 (2009-2013)

3.8 IATA presented to the Meeting the new IATA safety tool, which is more graphic and interactive and can be useful for SET work, since it shows past occurrences; therefore, it does not have the confidentiality concern that FDX does, so the types of charts and information can be openly available for everyone.

3.9 Boeing delivered the United States Commercial Aviation Safety Team (CAST) presentation explaining the criteria of accident count (Part 121 equivalent operation criteria). Then presented the "2014 Worldwide Hull Loss and/or Onboard Fatal Accidents - Part 121 Operators" (Jet 9, Turboprop 16 accidents).

3.10 Boeing delivered the presentation on ASIAs trends for: (November 2011 to October 2013)

- Unstable approaches:
 - Definitions are 1000 to 500 ft. Height Above Touchdown (HAT) and <500 HAT - Must exceed 3 or more, categories Airspeed, Instrument Landing System (ILS), Rate of Descent (ROD), Thrust, Configuration, etc. Also egregious data
 - The overall trend (all airports) shows a downward sloping trend. Egregious data is low as well, and fairly flat downwards. High RODs (rates of descent), Ground Proximity Warning System (GPWS) alerts are predominant from 1000 ft. to 500 ft. The violations change when go-around rate appears
- Loss of Control (LOC): there is an improvement on subthreshold rolls. Overall trend for Overbank Rates is fairly flat
- TAWS: Mode 1 and Mode 2 alert trends appear stable (last 2 years)
- TCAS: event trend appear stable
- Airport Ranking: reviewed

3.11 Boeing delivered a presentation about the CAST's "Process to Identifying Safety Issues" and ASIAs interaction with Metroplex, Key Elements of Process

3.12 IATA presented previously identified IAT hot spots, showing ASIAs and FDX data combined on Google Maps to facilitate the topographic view of the location.

Agenda Item 4:

Detailed Implementation Plan (DIP) RE/09 — *Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches*

4.1 ALTA informed the Meeting that the RASG-PA RE Prevention Video (RREPv) and the associated Power Point presentation were finished.

4.2 The Meeting agreed that one of the best ways of making use of the RREPv is to programme sessions with the assistance of a facilitator between pilots and air traffic controllers, in order to discuss the issues presented during the simulated flight execution presented in the video.

4.3 The Meeting agreed as an action item to initiate the above mentioned initiative as a training session in the ICAO NACC RO, sponsored by Mexico, SENEAM, ALTA, IFALPA, CPAM, etc.

4.4 The Secretariat will coordinate the activity under the RASG-PA Aviation Safety Training Team (ASTT) programme.

4.5 The Meeting was informed that the production of the RASG-PA Prevention Videos (RPV) regarding Controlled Flight Into Terrain (CFIT) and Loss LOC-I were delayed due to the complexity of the activity and the needed resources.

Agenda Item 5:

Safety Enhancement Team (SET) 1 — *Loss Of Control-Inflight (LOC-I) Detailed Implementation Plan (DIP)*

5.1 United States, on behalf of the SET 1, presented the progress of the activity following the SET Process (7-Step) agreed in the PA-RAST/18 Meeting. It was informed that the SET 1 considered reducing the Outputs of the DIP to only two.

5.2 The Meeting was also informed that once the DIP is reviewed by the ESC, the Secretariat will circulate it for comments.

5.3 The Meeting discussed and agreed that there is a need to develop LOC-I collection and proper monitoring metrics for the CAR and SAM Regions.

5.4 Brazil offered support to translate any required documentation into Portuguese.

Agenda Item 6:

Safety Enhancement Team (SET) 2 — *Controlled Flight Into Terrain (CFIT) Detailed Implementation Plan (DIP)*

6.1 IATA, on behalf of SET 2, presented the progress of the activity according with the SET Process (7-Step) agreed in the PA-RAST/18 Meeting.

6.2 The Meeting discussed and agreed that many of the outputs of the DIPs are related to training as a mitigation strategy. Therefore, the participants mentioned that the participation of training organizations in the PA-RAST Meetings should be encouraged by the RASG-PA membership. The Secretariat mentioned that it is the same case in the RASG-PA ASTT meetings.

6.3 The Meeting agreed that a CAR and SAM Regional Flight Simulation Training Devices (FSTDs) inventory would be useful for RASG-PA, in order to assess the training capabilities and the training capacity at regional level.

6.4 After consultation with ICAO HQs, the Secretariat informed that this information is not available. Brazil informed that the information is on-line.

6.5 The Meeting was informed that ICAO HQs is planning to deliver regional workshops about Upset Prevention and Recovery Training (UPRT). The first one will be delivered at the ICAO SAM Regional Office for the CAR and SAM Regions.

6.6 The Meeting was also briefed about the United States CAST Safety Enhancements (SE) 196, 197, 198 and 199.

6.7 The Meeting discussed the role of the RASG-PA Communication Plan to disseminate the RASG-PA Safety Enhancement Initiatives (SEIs) as part of the safety promotion. Brazil expressed concern on how the States would implement the developed SEIs. The Meeting agreed that it is a challenge that needs to be considered in the RASG-PA Communication Plan. The Secretariat mentioned that the Communication Plan is in the RASG-PA Strategic Plan.

Agenda Item 7:

Safety Enhancement Team (SET) 3 — *Runway Excursion (RE) Detailed Implementation Plan (DIP)*

7.1 ICAO SAM in charge of SET 3, informed that they have not accomplished enough progress on the development of the DIP due to the lack of human resources. ACI-LAC and Boeing offered assistance.

7.2 The Meeting was informed that more work on the DIP will be done during the PA-RAST/20 Meeting.

Agenda Item 8:

RASG-PA Strategic Plan: Proposal to the ESC on Specific Goals Related to CFIT, RE, LOC-I and Mid Air Collision (MAC) Reduction Over Time

8.1 The Meeting decided that there is no need to create specific goals related to CFIT, RE, LOC-I and MAC reduction over time, considering that RASG-PA set the risk reduction goal, according to the following Decision:

DECISION

RASG-PA/ESC/18/5

RASG-PA RISK REDUCTION GOAL

The RASG-PA/ESC/18 Meeting approved the RASG-PA risk reduction goal that consists of using a 2010 baseline to reduce fatality risk of Part 121 or equivalent operations by 50% by the year 2020 in Latin America and the Caribbean.

Agenda Item 9:

PA-RAST/19 Meeting Actions Items

9.1 The Secretariat mentioned the success of RASG-PA along the years and encouraged the team about the need to move to the next level looking for more effectiveness and efficiencies in the way of conducting business.

9.2 The Secretariat reviewed the PA-RAST/19 action items which are presented at Appendix B.

Agenda Item 10:

PA-RAST/20 Meeting

10.1 The Meeting was informed that the IAT/10 and PA-RAST/20 Meetings will be held in San Jose, Costa Rica, from 14 to 16 July 2015, hosted by Costa Rica and COCESNA/ACSA.

10.2 The Meeting agreed the following schedule for the next IAT and PA-RAST Meetings: first day to work on the DIPs pending issues, second half day for the IAT Meeting and a day and a half for the PA-RAST Meeting.

Agenda Item 11:

Other Business

11.1 Runway Safety

11.1.1 Boeing delivered a presentation about the CAST RE studies and the following CAST SE 215, 216, 217, 218, 219, 220, 221 and 222 as a reference for the PA-RAST.

11.2 RASG-PA Website for PA-RAST/SET Documentation.

11.2.1 The Secretariat informed that a restricted site was created in the RASG-PA website for the PA-RAST/SET Members, as a repository for their documentation. See: <http://www.rasg-pa.org/SEIs>

11.2.2 The Secretariat encouraged SET Members to request the user and password through RASG-PA@icao.int for granting access to the restricted site.

APPENDIX A

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APPENDIX B

PA-RAST VALID ACTIONS ITEMS (AI)

Action Item #	Description	Action Owner	Remarks	Status
PA-RAST/15/A14	Include LHDs in the work of SET 4 that will deal with MAC. Agenda Item 15	SET 4	<ul style="list-style-type: none"> SET 4 will be formed after SET 1 and SET 2 develop their respective DIPs PA-RAST/19: delayed due to lack of human resources to accomplish the task 	Valid
PA-RAST/16/A2	Include Portuguese language tab in the ACI-LAC website. Agenda Item 13.3	ACI-LAC	<ul style="list-style-type: none"> ACI-LAC to inform 	Valid
PA-RAST/17/A1	Boeing to provide crew members and flight simulator use to assist ALTA in simulator video. Agenda Item 4	Boeing	<ul style="list-style-type: none"> Reply from Boeing is pending 	Valid
PA-RAST/19/A1	Programme session with the assistance of a facilitator between pilots and air traffic controllers, in order to discuss the simulated flight execution presented in the RASG-PA Runway Excursion (RE) Prevention Video RREP.V. Agenda Item 4	ALTA	<ul style="list-style-type: none"> The Secretariat will coordinate the activity under the RASG-PA Aviation Safety Training Team (ASTT) programme Seminar to be held at the ICAO NACC RO, sponsored by Mexico, SENEAM, ALTA, IFALPA, CPAM, etc. 	Valid

— END —